

Figure 5-4. Scott Creek - 1928

Aerial photograph of Scott Creek in 1928. Source: University of California—Santa Cruz.



Figure 5-5. Scott Creek - 1940

Aerial photograph of Scott Creek in 1940. Source: California Polytechnic University, San Luis Obispo.

PACIFIC OCEAN M'SH Long Ste. 1534 BOH to Site. ME2+50 ± an Lt. and Site. Me8+30 ± to Site. ME7 ± an Lt. and Site. Me8+30 ± to Site. ME2+40 ± an Class Librodiand Housey Ris Rose Me8 TRANCAS B.M. No.16 1/2 Iron Pipe in Ground ITT Rt. Sta 145+20 Elev. 8.47 CHE-30 TYPICAL SECTION ON C LINE AT STATION MIT 30 SCHOOL 15-20' TYPICAL SECTION OF PROPOSED CHANNEL ALONG CENTER LINE OF HISMWAY & Scott 1'- 20' 20 AS BUILT PLANS PROFILE ALONG PROPOSED CHANNEL 17,000 Gu 79th Eve.

Figure 5-7. Scott Creek - 1936 As-Built Design, Sheet 2

The As-built design of the crossing at Scott Creek (sheet 2) with the original outlet to the ocean drawn in plan view along with the proposed channel.

This was approved in 1936 and the bridge completed in 1938.

OCEAN PACIFIC N BCR 56 C 10 24 For Details & Guantiff of Channel Change see COAST DANNES 110 & LAND COMPANY 100 \$ 100 B.M. No.15 2" Pipe set in6"r6" Conc. & M. No. 19 East Carti's 6" Canc. Mon. Marked "G.P. N.I" S.M. No.16 hromPipe in Ground ... UT-Rt-Stat Mär20. Mon. Marked '6P" 81" Lt. Sta. 131+12 Elex:-8.47-201'Lt Sta. 151+75 /80 Elex 52.60 80 Elev. 78.57 WIDTH OF ROADBED 36 FT. W.E GRADE IS 0.15' BELOW THEORETICAL CRO FILL SLOPES IS: I CUT SLOPES WE I'I 70 CUT SLOPES W 70 60 60 50 50 40 30 

Figure 5-6. Scott Creek - 1936 As-built Design, Sheet 1

The As-built design of the crossing at Scott Creek (sheet 1) with the historical topographic profile.

This was approved in 1936 and the bridge completed in 1938.





Photographs of dune toe erosion in 2002 when Scott Creek blew out to the south.

Because the creek threatened to undermine the roadway, Caltrans placed an emergency revetment (RSP) along the south approach permitted by the California Coastal Commission (e-permit #3-03-006-G).

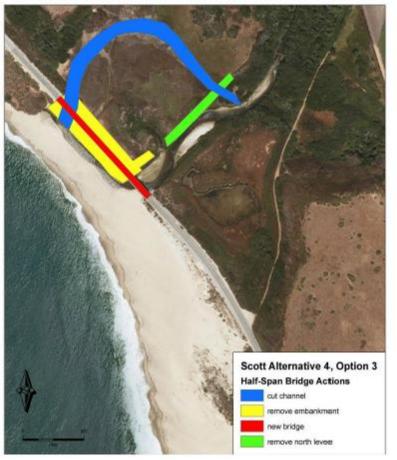


Figure 5-22. Scott Creek Future Conditions—Alternative 4, Option 3

Recommended actions for Alternative 4, Option 3—half-span bridge.